

## FAITH IN THE COLUMBIA

NEW-YORK YACHTSMEN EX-  
PECT TO SEE HER  
WIN TO-DAY.

PLENTY OF SUPPORTERS FOR THE  
SHAMROCK, HOWEVER—START TO BE  
FIFTEEN MINUTES EARLIER—HO-  
GARTH'S JUDGMENT SAID TO  
BE BETTER THAN BARR'S

**PROGRAMME FOR TO-DAY'S RACE.**

**Course**—Fifteen knots to windward or leeward and return.

**Starting point**—Sandy Hook Lightship.

**Time of start**—10:45 a. m., unless postponement is ordered, but not later than 12:15 p. m.

**Time allowance**—21 and 31-100 seconds to the Shamrock.

**Time limit**—Five and one-half hours, exclusive of time allowance.

**Preparatory starting signal**—A gun will be fired, the "blue peter" set and a red ball hoisted.

**Starting signal**—Fifteen minutes later a gun will be fired and the ball will drop.

**Weather prediction**—Cloudy, with fresh easterly winds.

Some uncertainty has prevailed as to the course which will be sailed to-day by the Columbia and the Shamrock. Since the two yachts failed to finish within the time limit, on Tuesday opinions have been divided as to whether the race should be sailed to windward or leeward and return would be sailed, or whether the programme would be gone right on with, which would provide for a triangular race to-day. The matter was settled, however, definitely yesterday afternoon at a meeting of the Regatta Committee, which was held at the New York Yacht Club house. After the meeting S. Nicholson Lane announced that to-day's race would be as on Tuesday—fifteen miles to windward or leeward and a beat back.

It seems that the agreement between Sir Thomas Lipton and the Columbia's owners relates that where it is impossible to finish a contest within the time limit, the same class of race must be continued until a decision is reached. Consequently, before the two boats can meet on the three leg bout it will be necessary to settle the capabilities of the two champions on the straightaway run of fifteen knots.

In consequence of the quickly waning daylight at this time of the year, the Regatta Committee yesterday determined that the start should be made at 10:45 a. m., a difference of fifteen minutes from the time previously fixed for the yachts going over the line.

The inconclusive ending of Tuesday's encounter has tended materially to whet the interest of the yachting enthusiasts in the final outcome of the battle that will see the Cup still splashed to the deck, as Captain "Bob" Evans terms it, or wrenched up and carted away to the country which for so many years has been unsuccessfully fighting for it. Go where you would yesterday, in any of the clubs, hotels and

other place where men congregate, the one topic of conversation would be the comparative merits of the two yachts as were to be deduced from their meeting on Tuesday. Each boat found its supporters in multitudes, and each supporter had loads of arguments to advance to back up his opinion.

**EXPERTS TALK IT OVER.**  
That feature of an indecisive yachting contest, and the first of the series, too, was inevitable. It set the experts wrangling and indulging in all kinds of hypotheses. All day yesterday the rooms of the New-York Yacht Club were crowded with yachtsmen, for reasons of their own.

were filled with men who, by reason of their membership in the club, may be regarded as knowing something of what they were talking about, who discussed continuously the relative chances of the Columbia and the Shamrock. Taking these men as the pulse of the general expert opinion upon the two contestants, it may be said that the Columbia's performance on Tuesday is generally regarded as proving her

the better boat of the two. The consensus of these opinions was that, given equal conditions, that is, when there are no fluky winds and no elements of atmospheric luck to be calculated, the American representative can both outfoot and outpoint the foreigner.

It was contended that, while the Life creation held her own in the erratic and paltry breeze which marked the first race, another tale will be told when the Columbia has a chance to exhibit her particular qualities of sailing large and free. It is asserted, also, that there is nothing

tangible in the contention that the emerald sloop will prove stronger in a breeze than the defender. It was observable that the Shamrock kicked up much more fuss in the choppy sea than did the Columbia, and it is inferred from this that when she does meet a blow she will shatter and make much worse weather of it than

However, when all is said and done, this descanting upon the superiority of one boat over another is only so much speculation. Generally speaking, the first race, considering the eccentric conditions under which it was sailed, proved

nothing, and gave no more idea of what the yacht is capable of really doing than if the contest had never been sailed. That is the opinion of impartial and calm minded yachtsmen who saw and studied the first trial between the Shamrock and the Columbia.

One thing only is universally agreed to among yachting men, and that is that Hogarth proved himself a better seaman than Barr. It was generally conceded that the favoring flukes which attended the Shamrock were due not so much to "good luck" as to Hogarth's better

much to "Lipton luck" as to judgment.

**GOOD WEATHER PROMISED.**

The predictions for to-day, while not promising perfect yachting weather, point to favorable conditions for a good race. According to the weather bureau the weather will be cloudy, with

variable winds, shifting to fresh easterly. This latest indication would seem to offset the reports, sent out early yesterday morning that the second meeting of the yachts would be sailed in rainy conditions.

Sir Thomas was even more enthusiastic yesterday than on Tuesday night about the perfect arrangements which had been made to keep the course clear and to prevent any blanketing.

of the yachts. Considering the enormous fleet of excursion craft that visited the race, he thought it was an absolute marvel that there should have been no crowding. For this gratifying result he gave credit, not only to the splendid work of Captain Evans and his assistants, but to the common sense and general

When asked his opinion of the race he said the Columbia was beautifully handled, while as to his own boat, he stated that he was more than satisfied with what she did. He added

